

Dec. 9.

ANOTHER FARE OF CODFISH.

FARE OF 300,000 POUNDS CODFISH
BROUGHT HERE FOR GORTON-
PEW FISHERIES CO.

All the shore fleet have gone out and will probably get in a set today, as it looks to be good fishing weather outside.

The only arrival here during the night, with fish, is the British sch. Violet Courtney, from St. Jacques, N. F., with about 297,469 pounds of salt cod for Gorton-Pew Fisheries Company.

The torchers were out last night and brought over 70 barrels of small herring this morning.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Br. sch. Violet Courtney, St. Jacques, N. F., 297,469 lbs. salt cod.
Torchers, 70 bbls. fresh herring.
Sch. Stranger, shore.
Sch. Flora J. Sears, shore.
Sch. Dixie, shore.
Sch. Edith Silveira, shore.
Sch. Harriet, shore.
Sch. Maud F. Silva, shore.
Sch. Reliance, shore.
Sch. Virginia, shore.
Sch. A. C. Newhall, shore.
Sch. Buema, shore.
Sch. Lillian, shore.

Vessels Sailed.

Sch. Thomas S. Gorton, haddocking.
Sch. Belbina P. Domingoes, haddocking.
Sch. Thalia, haddocking.
Sch. Rita A. Viator, haddocking.
Sch. Rhodora, haddocking.
Sch. Rose Standish, haddocking.
Sch. Emerald, pollocking.
Sch. Mattie Winship, Georges.

Today's Fish Market.

Bay of Islands salt herring, \$4.50 per bbl., Bonne Bay salt herring \$3.75 per bbl., pickled herring \$5 per bbl.
Eastern deck handline salt cod, \$5.50 per cwt.; for large \$5 for mediums and \$5 for snappers.
Salt trawl bank cod, \$4.75 for large and \$4.37½ for medium.
Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.00.
Salt haddock, \$2.00 per cwt.
Salt hake, \$2.00 per cwt.
Salt pollock, \$2.00 per cwt.
Dory handline cod, \$5.40 per cwt. for large; \$5.00 for mediums and \$5.00 for snappers.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Dec. 9.

Pensacola Fish Notes.

Red snappers were scarce during the past week because of the light arrivals. There were only two vessels with totals of 29,000 red snappers and 8000 groupers. The Warren Fish Co.'s smack Emma Jane had the largest catch, consisting of 17,000 red snappers and 5000 groupers. E. E. Saunders & Co. had 12,000 red snappers and 3000 groupers on the smack Caviar. Although about half a dozen smacks are overdue, no fears are entertained for their safety. This week every vessel, with the exception of the two mentioned above, is out of the harbor, either bound to or from the banks. The weather is fine, fish are biting well and indications point to good catches before Christmas. It is likely that vessels which arrive within the next week will make short trips before the beginning of the year. The demand for fish has been very brisk and it has been impossible to meet it.

Was Formerly Crack Gloucester Fisherman.

Sch. Violet Courtney, which is in port this morning and flying the British flag, was once one of the finest fishing vessels sailing from this port, being none other than the sch. Sea Fox, which when new was commanded by Capt. Lovell J. Hodsdon. Later the craft was sold to Provincetown parties and went from that port for a number of years and then was sold to her present Newfoundland owners.

WOULD FAVOR FISHING VESSELS

Digby Representative Introduced Bill in Canadian Parliament.

An Ottawa dispatch says:

Mr. Jameson of Digby, introduced two bills in the house Monday afternoon. One bill is entitled an act respecting fishing vessels and the other is entitled an act to amend the customs act. Under the last named measure, vessels duly licensed are not required to report to the customs officers before entering a port. In presenting the first bill, Mr. Jameson said: "This act is identical with one which I introduced last session, but which, at the request of a member of the government, for certain reasons in the public interest—reasons which do not exist—I refer to the then impending Hague arbitration, I did not press at that time."

"The act relates only to vessels of Canadian register, engaged or intending to engage, in the Atlantic fisheries of Canada."

"The object of the bill is to facilitate the movements of vessels employed in fishing, more especially those engaged in the fresh fish branch of the industry."

"It will be purely optional with the owners of such craft to apply for licenses, and so bring their vessels under the operation of the act, but during the time any vessel is under license, her employment is limited to the fishing trade."

"A bill to be introduced concurrently with this one, is intended to amend the customs act and exempt vessels licensed under this act from the necessity of reporting at the customs house, the two being essential to that end. As the law stands, a fishing vessel is liable to a penalty of \$400, if she lands her fish or even drops anchor in a harbor, without reporting. This is a serious drawback to the fresh fish business, which can not afford any delays, and which it is hoped this legislation will remove."

SEIZED ILLEGAL LOBSTERS.

Boston Smack in Trouble With Inspector at Portland.

One of the largest seizures of short lobsters ever made in the vicinity of Portland occurred Tuesday forenoon, when Warden George A. Dow, assisted by Wardens Wallace, McVane, Walker and Mitchell, boarded and took possession of the well known lobster smack C. B. Harrington of Boston, anchored in Portland harbor. The wardens immediately commenced the work of sorting out the lobsters, those of legal size being put in the Willard cars, while the shorts after being carefully counted, were thrown overboard. The counting was kept up until dark, and a very disagreeable job it was for the wardens in almost zero weather.

The smack is supposed to have about 4000 lobsters on board, and of these 1818 of full size had been counted at dark, while 752 shorts had been found among them. A similar proportion among the balance of the lot would make the total number of delinquent lobsters about 1300, which renders some one liable to a fine of \$1300. If the captain is unable to pay the fine, the full sized lobsters will be confiscated by the state and sold, and in this case would bring nearly the amount of the fine.

Capt. McLain claims that he purchased the lobsters from parties at the eastward in good faith, and supposed they were all of legal size. Parties who claim to know, say practically the whole lot were purchased from fishermen at New Harbor and Pemaquid.

Dec. 10.

Good Stocks Made Haddocking.

Sch. Raymah, Capt. Felix Hogan, stocked \$1200 and sch. Georgianna, Capt. Moulesong, stocked \$1140 on their haddock trips landed at T wharf yesterday.

Sch. Elsie, Capt. Thomas Downie, stocked \$1640 on her fine haddock fare landed at T wharf yesterday, the crew sharing \$39 clear. The vessel fished on Western Bank, and Capt. Downie reports four fine fish days. Coming home the weather was different and he had a great chance to try the speed and weatherly qualities of the new craft. All hands say that she proved herself a flyer and a "dog" for carrying canvas, wagging her mainsail beautifully all through the heavy blow.

Sale of Fishing Schooner.

The fishing schooner Gertrude of Boston, owned by Frank O'Hara, Sr., has been sold in St. Johns, N. F., and will probably be loaded with frozen herring for Boston or Gloucester, and later will probably join the sealing fleet that leaves St. Johns in March.

Dec. 10.

LIGHT RECEIPTS AT T WHARF.

EIGHT OR NINE VESSELS THERE
THIS MORNING, HAVE ONLY
POLLOCK.

The T wharf men will not have much to do today except clean up and get away early, as this morning found but nine vessels at the pier and eight of these were pollockers with catches of from 3500 to 18,000 pounds. The one lone shore boat had 16,000 pounds of fresh fish, mostly haddock and her trip went like dew before the sun at satisfactory prices. Sch. Mary E. Cooney came in yesterday afternoon and sold.

Haddock brought \$4.50 this morning, with large cod \$5 and hake \$3 for small and \$6 for large. Pollock were wanted all right, for the dealers paid \$2.25 and \$2.30 for the trips in.

Boston Arrivals.

The fares and prices in detail are:
Sch. Viking, 16,000 pollock.
Sch. James and Esther, 14,000 pollock.

Sch. Thomas Brundage, 9000 pollock.
Sch. Winnifred, 18,000 pollock.
Sch. Eglantine, 16,000 pollock.
Sch. Hope, 3500 pollock.
Sch. Mettacommet, 6000 pollock.
Sch. Massasoit, 300 cod, 4000 pollock.
Sch. Robert and Carr, 9500 haddock, 2500 cod, 2000 hake, 1500 cusk.
Sch. Mary E. Cooney, 6000 haddock, 1000 hake, 2000 pollock.

Haddock, \$4.50 per cwt.; large cod, \$5; market cod, \$3; hake, \$3 to \$6; pollock, \$2.25 to \$2.30; cusk, \$2.75.

WILL CONTEST LOBSTER CASE.

Maine Laws Will Be Tested as Result of Recent Big Seizure.

Maine lobster laws are sure to be tested as a result of the big seizure of "shorts" made in Portland harbor Tuesday by four wardens led by Warden George A. Dow when they boarded the Boston lobster smack C. B. Harrington of Boston and seized over 1000 lobsters, which were of illegal length in that state, but which would be of legal length in Massachusetts.

Isaac Harvey, owner of the lobster smack, evidently intends to fight the case as he has engaged William H. Gulliver as counsel. There have been important developments in the case during the past 24 hours as the legal lobsters taken by the wardens have been returned to Mr. Harvey, the vessel has been libelled and Mr. Harvey yesterday furnished bonds in the sum of \$1100 covering the libel, the bondsmen being Walter Trefethen of the firm of N. F. Trefethen & Co., Frank S. Willard of the firm of F. S. Willard & Co. and Mr. Harvey. Mr. Trefethen and Mr. Willard are lobster dealers in Portland and Mr. Harvey is a dealer in lobsters in Boston besides being owner of the sch. C. B. Harrington.

Mr. Harvey, owner of the Harrington, claimed that as the state law under which the action was taken, provides that vessels officered and owned by non-residents can be seized and held to pay the fine, that the law is unconstitutional from the fact that it discriminates between residents and non-residents, imposing upon non-residents a burden that it does not impose on residents of the state.

Dec. 10.

GASOLINE TANKS WERE EMPTY.

Boston Fishermen Were Helpless in Power Boat off Minot's Light.

Somebody stole about 20 gallons of gasoline from the motor-dory of M. C. Crawford of South Boston, Thursday night, and consequently for about three hours yesterday morning Crawford and his brother Conrad, were helpless off Minot's Light. The dory had been tied up near the City wharf in South Boston, and early Friday morning the Crawfords started out for the fishing grounds. After fishing for about two hours they hoisted anchor to return, but there wasn't enough gasoline in the tank to start the engine. The anchor was again dropped and a distress signal hoisted on the end of an oar. After three hours the tug Juno came along and towed the craft up to T wharf. Crawford thinks that the gasoline was syphoned out.

MAY BREAK HERRING TRIP RECORD.

THREE CRAFTS LIKELY TO MAKE QUICK PASSAGE TO

NEWFOUNDLAND.

Unless all signs fail there is a grand chance just now of two or three crafts breaking the record for the fastest herring voyage ever made to the treaty coast of Newfoundland, for three vessels of this port, one only a week gone from here and the other two eight and nine days respectively are even now on the way home with full cargoes of salted herring.

The crafts are sch. Helen G. Wells which sailed from here but a week ago today and had a grand run to Bonne Bay, loaded quickly and sailed yesterday for home, sch. Madonna, which sailed from here a week ago yesterday and sch. Mystery, which got away from this port a week ago Thursday.

These two latter crafts, like the Wells, had grand passages down to Bonne Bay, and as herring were very plenty there, as has been reported all along, they had no trouble at all in securing loads with the greatest dispatch and like the Wells, they sailed for home yesterday.

Naturally with the trio leaving together, from the same place, there will be the grandest kind of a hustle on the part of the three skippers and their crews to see who will be the first to drop anchor at this port, so with this extra race-winning incentive, added to the grand good chance of breaking all records for the fastest herring voyage ever made, it is a good safe wager that there will be some tall dusting down the Gulf and up the Cape Shore and across the Bay of Fundy.

Sch. Madonna is on her first trip of the season and was one of the last of the fleet to leave here this season, while the Wells and Mystery are on the second trips this season, so that the two latter crafts not only have a good chance to win out the single voyage record, but also the added honor of making the fastest two consecutive voyage honors, a record now held by Capt. Jerry Cook, who from the D. B. Smith & Co. concern, a number of years ago, made three trips and was home in time to eat his Christmas dinner.

Record for Quickest Herring Trip.

The record for the fastest herring voyage to the treaty coast of Newfoundland is held by the sch. Indiana, and made in the latter part of last season, the craft leaving here January 19, 1910, going to Bay of Islands, N. F., securing a full load of salt herring and arriving back at this port February 5, having been gone only the remarkably short time of 17 days.

The Indiana is owned by Capt. Almon D. Malloch, who went down in command of her in that memorable trip, but the craft was driven home by Mate John Keoughan, who is now skipper of sch. S. P. Willard, and on his second trip this season to Bay of Islands for salt herring.

It will be remembered that the Indiana made the passage home in less than four days, making the run from Webald to Thatcher's Island in the remarkable time of 88 hours. Capt. Malloch came home by steamer and rail from Bay of Islands, leaving there the same time his vessel did, and found the craft waiting for him here on his arrival.

Latest News From the Bay of Islands.

Special advices to the Times from Bay of Islands, N. F., states that there has been a fine change for the better in the herring situation there. On Monday there was good fishing in the North Arm and on Tuesday fish were plentiful in the Humber, while on Wednesday good catches were made at Summer Side and along the whole shore, as far as Wood Island.

If the conditions remain the same for the next week a considerable portion of the fleet will be well along with their loads.

The late arrivals there are schs. Bohemia, Elizabeth N., J. J. Flaherty, Avalon, Clintonia, Arcadia and Lena and Maud. Sch. Ralph L. Hall has secured a full load of salt herring and is ready to sail.

Other advices received today from the Newfoundland treaty coast state that the weather still continues very good and there was no sign of frost yesterday. The fishing at Bay

of Islands is from fair to good. Schs. Essex, Maxine Elliott, Gov. Russell and T. M. Nicholson recently sailed from Bonne Bay. Schs Rob Roy, Indiana, Oregon Saladin, Sylvania, are on the way home with salted fares.

Dec. 10.

The Whale Fisheries.

An alarm is being sounded that whales of all types will soon be not only commercially, but actually extinct unless some international agreement is reached to protect them. The right whale has already been so reduced in numbers that its pursuit has for some time been no longer profitable. It required but a few years to wipe out the California gray whale, as it was confined to a comparatively small area. Owing to the difficulty of its pursuit, the sulphur-bottom whale was for many years avoided by whalers, but with present appliances the death knell of this type was sounded, and unless some perfect substitute for whalebone is found in the near future the great bowhead will soon be blotted completely out of existence, so that not even a specimen of this type will remain. The sperm whale seems the only one at this time not in danger of becoming extinct.

In the middle half of the nineteenth century, during a period of 50 years prior to 1872, whale oil and bone amounting in value to over \$270,000,000 were taken by American vessels engaged in this industry, which in its palmy days kept some 600 American ships and many thousands of men employed. At the same time England sent out from the port of Hull alone approximately 60 vessels, while the Arctic whaling fleet flying the British flag numbered about 250 sail. As early as 1660 the Dutch sent some 500 ships to the Spitzbergen fishery, and by the end of the seventeenth century the number had risen to nearly 2000. Whaling of modern days is carried on mostly from shore stations. The first of these was established in 1897, and by 1905 eighteen were in operation, occupying all the more desirable locations about Newfoundland, Labrador, and the Gulf of St. Lawrence, with the result that while three vessels from these stations in 1902 took 858 whales, in 1905 15 vessels took only 895 whales. The total catch of these stations in four years up to 1907 was 3935 whales. The effect was disastrous and caused the ruin of the smaller companies.

The fallacious belief that formerly prevailed that the supply of whales was practically without limit has long been exploded, and the end of the whaling industry may come in sight very soon unless some practical steps are taken to prevent it. There is nothing limitless but eternity, and that mortal man does not control.—Marine Journal.

Dec. 10.

Newfoundland Whaling.

Whaling returns in Newfoundland for the present season, to date, are as follows:

Hump, Capt. Davidson	128
Cabot, Capt. Bull	76
Lynx, Capt. Amundsen	44
Puma, Capt. Hansen	39
Hawk, Capt. K. Hansen	32
Port Saunders, Capt. Hansen	30

Total 349

The season just closing has in two important respects been different from that of last year. Last year at this time, whales were plentiful, and the weather was fine for fishing. This year it has been just the opposite, the weather has been bad, and whales have kept off the coast.

Sch. Virginia Leaking.

The fishing schooner, Virginia, which arrived at Boston yesterday morning, leaking, came to this port as soon as her fish were out and went on the railway for examination and repairs. On her way in, Wednesday night the schooner ran ashore down Boston harbor, but was gotten off again by her own crew. After a short examination it was said that she was not badly damaged and would be in service again in a few days.

ONLY FISHING RECEIPTS AT THIS PORT THIS MORNING WENT TO THE SPLITTERS.

The arrival here yesterday afternoon of two fine trips of pollock raises the hope that the fish may have struck in in good shape at last off here. This fall the catch has been comparatively small and the fresh fish market has been able to handle about all that the fleet has caught at good market figures, so that only a few have come to the splitters.

Yesterday afternoon, however, the sch. Jubilee ran in here with 40,090 pounds, about the best catch of the season, while the sch. Valentinna, Capt. Charles Peterson, the present high line of the pollocking fleet, with a stock of about \$6000, brought in 28,000. Both fares went to the splitters and both vessels hustled out to the fishing grounds again last night.

This morning there were no overnight arrivals.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Valentinna, shore,	28,000 lbs. pollock.
Sch. Jubilee, shore,	40,000 lbs. pollock.
Sch. Emily Cooney, shore,	

Vessels Sailed.

Sch. Mary DeCosta, haddock.
Sch. Emily Sears, haddock.
Sch. Ida S. Brooks, haddock.
Sch. Annie and Jennie, haddock.
Sch. Harriet, haddock.
Sch. Maud S. Silva, haddock.
Sch. Rebecca, haddock.
Sch. Hortense, haddock.
Sch. Manomet, haddock.
Sch. Grayling, Eastern deck handling.
Sch. Harvard, Eastern deck handling.
Sch. Pauline, Georges.
Sch. Mary E. Gleason, Georges.
Sch. Lillian, cod netting.
Sch. Jubilee, pollocking.
Sch. Marguerite Haskins, pollocking.
Sch. Valentinna, pollocking.
Sch. Premier, Newfoundland.

Today's Fish Market.

Bay of Islands salt herring, \$4.50 per bbl., Bonne Bay salt herring \$3.75 per bbl., pickled herring \$5 per bbl. Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers. Bank halibut 12 cts. per lb. for white, 11 cts for gray, with the heads on. Salt cusk, large, \$2.50 per cwt.; medium, \$2.00. Salt haddock, \$2.00 per cwt. Salt hake, \$2.00 per cwt. Salt pollock, \$2.00 per cwt. Splitting prices for fresh fish: Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c. Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c. Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt. Georges handline salt cod, \$5.25 for large and \$4.75 for medium. Fresh round pollock, \$1.20 per cwt.; gutted \$1.30.

Dec. 10.

Portland Fish Notes.

But one large trip of fish was brought in here yesterday, one of 4000 pounds on board the Sylvia Nunan which was sold at F. S. Willard's.

Dec. 10.

Sch. Cavalier's Stock.

Sch. Cavalier, Capt. Robert B. Porper, stocked \$3000 on her recent fresh halibut trip, the crew sharing \$65.

Dec. 10.

Dec. 10.

DON'T LIKE TO APPEAR TOO ANXIOUS

But Many of the Canadian Fishermen Would Like Reciprocity.

Continuing his series of articles in the Halifax Chronicle, T. M. Fraser, one of its editors, who has been personally along the South Shore, of Nova Scotia, to ascertain the real feeling regarding reciprocity, in speaking of the feeling at Lockeport says that the general trend of opinion in Lockeport is strongly in favor of some arrangement whereby we could secure the American market.

"The Americans will eventually take the duty off fish," said one prominent fish dealer, "as they are anxious to get our fish, to supply the Canadian trade in the Upper Provinces. Reciprocity would make our industry here grow. The removal of the duty would bring back the crews to Lunenburg because they can make more money out of that port than out of Gloucester."

One old-time merchant who did not wish to be quoted would favor reciprocity if the Americans gave us good terms. He would not let them fish inside the limit particularly as it has been construed under The Hague decision. The catch here has been dwindling because we have not the men to catch the fish. If we had the

American market the industry would be revived.

H. R. L. Bill, was formerly an extensive fish dealer, he is now manager of the new bait freezer and fish plant built by Montreal and Boston capital known as the Lockeport Cold Storage Company.

Mr. Bill favors reciprocity. He says: "The fish from Boston and Gloucester will go into Montreal and the west, but even so we can sell to Boston. They can never catch or sell fish as cheaply as we can, reciprocity would build up this shore. As soon as the market is open the Americans would have to come here to buy fish."

Capt. Ithamar Stephens has been banking out of Lockeport for 26 years. He declares the voice of the fishermen is to let the American fishermen come in

As Freely As They Desire For Everything Except Lobsters.

The fish caught inside the limit do not amount to much so far as Lockeport is concerned at least. He did not believe free trade would have the effect of driving our men to Gloucester. On the contrary, it would bring those now there home again. There is not so much deferred payment of fishermen as there used to be. The bankers could not get crews if they did not settle with them with reasonable promptness.

William McMillan, a well known merchant, fish dealer and ship owner, has very strong conviction on this subject. The only privilege he would give the Americans in exchange for free fish would be to continue what they now enjoy, under the *modus vivendi*, but he would abolish the fee. He would not be willing to sacrifice our inshore fisheries for the privilege.

"We must not let the United States imagine that we are very eager for free fish," said he. "It does not mean as much to us as it did a few years ago, and they are very anxious for it. We should not add to their privileges under the *modus vivendi*. We should defend the three-mile-limit to the utmost. In any arrangements that may be made, care should be taken to see that no class of fish is excluded e. g. pickled fish. Canada has the upper hand in these negotiations. By abrogating the *modus vivendi* we could cripple the United States fishing industry at a stroke, and at the same time lay the foundation for a great industry of our own."

"I am opposed to the three-mile-limit being removed. Take off the fee under the *modus vivendi*; our fishermen pay it in reality. The extraordinary privileges of the *modus vivendi* with the abolition of the license fee are more than enough for free fish. With the duty removed from pickled fish some shipments could be made to the states."

The Decline of Bank Fishing From the Ports of the South Shore

began with the inauguration of the *modus vivendi*—that inexplicable arrangement whereby American fishing vessels are allowed on payment of a small license fee to enjoy all the privileges appertaining to their ports of call in Nova Scotia. No return is given for these privileges and they are given them in spite of the fact that the Americans have adopted a consistently hostile attitude to the fishing interests of Nova Scotia. It collects a sharp duty on our fish. In the old days when our ships carried to the West Indies and frequently obtained return cargoes of sugar to New York and other American ports, they passed a law shutting us out of this trade. While we have been treating their fishing interests with a consideration destructive to our own industry, they have been doing their best to wipe it out of existence.

Following the inauguration of the *modus vivendi* came the exodus of our fishermen to the states. One thing that attracted them there was the method of outfitting vessels in force along the South Shore involving annual settlement of accounts and the universal use of the barter system. In Gloucester settlements were and are made at the end of each voyage. This barter system has largely passed away here. The exodus first affected those ports nearest the states. The fleet of bankers at Yarmouth first disappeared then those at Tusket Wedge, Pubnico, Shelburne and Lockeport, in the order named. In the past year or two even Lunenburg, which under a system of fishing of its own long resisted the germ of disintegration, has been attacked by the Gloucester menace.

Another thing that has hurt the industry in Nova Scotia has been the competition of French bounty-fed fish. On each quintal of fish exported from France or a French colony e. g., St. Pierre, a bounty of \$1.92 is paid by the French government. Formerly large quantities of our fish were shipped to the French West Indies and sold at a profit. The French government raised the tariff against them to a prohibitive figure. Considerable quantities of the French bounty-fed fish are brought to Nova Scotia and they invariably have the effect of depressing the market. They are also held in bond in our ports and shipped to the British West Indies some of which have very low tariffs.

Dec. 10.

CANADIAN COD CANNING.

Made Into a Much Superior Article Than the Dry Fish.

In a recent report U. S. Consul Frank Deedmeyer at Charlottetown, P. E. I., says regarding canning of cod-fish there:

The cod taken from the Gulf of St. Lawrence and at once prepared for table is a delicacy far superior in appetizing appearance and flavor to the dry cod of commerce. A method has been found to can this fish as it is taken from the water. The canned product in appearance of whiteness and delicacy of flavor comes very near the fresh cod. Experiments in the canning of cod have been carried on for some time in Prince Edward Island by an American firm of lobster packers, which operates a number of canneries in this province. The results are most encouraging and a market has been found for the output. The fish is first pickled, then steamed and put into cans of commercially convenient sizes.

"The method requires that the fish used be fresh from the water, at once thoroughly cleansed, and that the cans be absolutely pure and free from all deleterious matter. Unless the highest degree of cleanliness is observed the product will not keep. Properly done up, the canned cod is a guaranty of absolute purity. The canned fish may soon drive the dried from the market."

"If the canning process proves as successful as it promises to be, it will open up a widening market for the cod and other food fish of the North Atlantic waters. An increased

demand for canned fish will result in the expansion of the fisheries and in higher prices. The cod is the leading food fish caught in the North Atlantic waters. An increased demand for canned fish will result in the expansion of the fisheries and in higher prices.

The value of this branch of the fisheries of the Dominion of Canada is now nearly \$4,000,000 annually. Since 1869 the cod has yielded Canada an income of \$150,000,000, leading salmon, lobsters and all other species. In the last fiscal year the dry salted cod of Canada went principally to Porto Rico, Cuba, Brazil, the British West Indies and Italy. The United States took about one-ninth of the output. Only a small percentage of this catch is sent fresh to the American markets."

Dec. 12.

NOVA SCOTIA LOBSTER LAW.

Changes Made This Season May Delay Shipments to Boston.

Dispatches received from Canada by some of the fish dealers are causing considerable comment around T wharf, as their contents indicate that because of the changes in the Canadian laws the shipments of lobsters from the provinces to the Boston market will be delayed and that the lobster market will suffer in consequence.

In Nova Scotia, where most of the lobsters sent to the Boston market are caught, the season opens on different dates in different counties, and the first lobster shipment is on December 15 for this market. The new law, however, it is thought, will so mix things up that it is almost impossible to state just when the first lobster shipment will take place this year.

The new law requires that practically every lobsterman either get new traps or reconstruct the old ones and states that no traps shall be used upon which the slats are less than one and one-half inches apart.

Other clauses of the new law forbid having berried or soft-shell lobsters in one's possession, and fishing in water less than two fathoms deep or within 100 yards of a stationary salmon net.

The canning of lobsters on vessels is also prohibited, as is fishing for lobsters before 6 a. m. or trawling for lobsters before 6 a. m. or trawling for lobster-venture, in the province of Quebec. It further sets the opening of the season in Yarmouth, Shelburne, Queens and Lunenburg counties on Dec. 14, to run to May 31, in Digby county from January 5 to June 16, and in Annapolis county from January 14 to June 30.

It is expected here that the expense involved in preparing new traps and the many prohibitory clauses of the law will entirely discourage many of the regular lobster fishermen in the provinces.

Dec. 12.

Portland Fish Notes.

Two good sized trips of fish were brought in here Friday. The Albert W. Black had 18,000 pounds for the F. S. Willard Company, and the Mary A. Sinnott had 10,000 pounds for the Commercial wharf dealers. The skippers of both craft reported they had been fishing in the vicinity of Monhegan and that they had encountered the coldest kind of weather.

More ice is making every day in the docks about Portland. At the heads of some of them the ice has remained for several days and is now extending half way to the ends of the docks.

Three dory loads of herring taken from the Haley and Dyer traps at Clapboard island were landed at the Portland Cold Storage plant Friday and will be used for bait.

Covered with a thick coating of ice the Portland fishing schooner Top-sail Girl arrived at her home port from Boston Saturday morning, and the skipper of the vessel, Capt. Andrew Doggett was nursing wounds received Friday afternoon when he was thrown from the wheel box by being struck by the mainboom.

Just as the vessel was leaving Boston Friday morning, Capt. Doggett was seated on the wheel box and members of his crew were putting up the mainsail. Suddenly the boom swept across the deck, and Capt. Doggett was knocked to the deck of the vessel. His back struck a large bit and while Capt. Doggett is not seriously injured was unable to do any work about the vessel.